361 this city almost 25 percent of the total population of the Buryat-Mongol
[371] ASSR have been brought together. Ulan-Ude has the largest locomotive and railroad car factory in eastern Siberia; this factory supplies the whole
[253] Far East. Supported by the Buryat's important breeding of livestock, the largest meat factory in Siberia, which produces canned meats, frozen meats, and other preserved meat goods has come into existence. The meat plant is in a position to process 400 cattle, 1,000 sheep, and 250 pigs a day. In 1940, 25 million cans of meat were sent out. Two large
[323] glass factories make Ulan-Ude also the supply center for crockery and glass goods for the entire Soviet Far East. Lying on a river and a rail-
[376] road, Ulan-Ude is favorably located in terms of transportation. At the same time Ulan-Ude is also the center of the Selenga water transportation, for which river steamers and barks are built in the city's own dockyard. Steamers not only carry traffic downstream but also carry it up the tributaries, for example on the Chikoy, which runs through agricultural regions. Of no less great importance is the floating of lumber, since
[313] the tributaries of the Selenga come from areas rich in forests. Here again the lumber streams into Ulan-Ude, where it is processed in large sawmills. Iliynsk, which lies on the Selenga 57 kilometers below the capital, is also an important wood-processing center.

133 Ulan-Ude lies at the point where the Selenga Valley unites with the valley of the Uda. As a contiguous graben depression, the two form a morphological-tectonic unit, and in their natural state, they were once a steppe. /215/ /Sketch Map of the Buryat-Mongol ASSR:/ 2/216/ These two valleys today are the most heavily populated and economically the most important regions in the Buryat-Mongol ASSR.

Above Ulan-Ude the valley of the Selenga soon expands into a hilly to gently rolling, pure steppe landscape, which continues over
● 487 the border into Mongolia. It is traversed by the old caravan road, which connects Ulan-Ude with the capital of the Mongolian People's Republic, Ulan-Bator, the former Urga. At the border crossing Kyakhta (approximately 10,000 inhabitants) lies opposite the Mongolian Atlan Bulak
491 (Chinese: Maimachen). This overland route, expanded into an auto-
496 mobile highway in the period of the Soviet Union, has since 1938 been supplemented by a railroad line, which branches from the main line at Ulan-Ude but does not follow the old road. Rather it goes around Gusinoye Lake in a western arc and reaches the border at Naushki, approximately 20 kilometers west of Kyakhta. A lengthening of this
491 railroad to Urga was carried out in 1949. A land route usable throughout the year by trucks branches off from Novo Selenginsk toward the west into the river area of the upper Dzhida.

133 Gold streams are mined on the Ketemakhta, a left tributary of the [316] upper Kalar. Connection with the outside world is provided by [487] mountain paths, which lead toward the south to the Mogocha Station on the Amur Railroad.

The Olekminsk Stanovik comprises the entire area around the upper course of the Olekma and at the same time forms the watershed for the Amur. The entire region is described as a forest-covered plateau, whose general height lies between 950 and 1,000 meters. The river valleys are mostly deeply etched, and lie 80 to 200 meters below the surface of the plateau. The ridge between the Olekma and its right tributary the Tungir bears the name of Dzhaliro-Tungirskiy Mountain Range; otherwise individual designations are not known. The watershed for the Amur forms a flat ridge, which generally is only 800 to 900 meters high. Toward the south, toward the Amur, this ridge gives way very quickly to hilly country, which is interrupted by the broad valley areas of the numerous waters flowing into the Amur. The most important of these is the Amazar, whose valley is also used for a stretch by the Amur Railroad. In contrast to the [237] thick larch forests, which cover the bulk of the Stanovik, the vegetation on the slopes inclined toward the Amur includes numerous deciduous trees and thus shows already a more friendly picture. Gold is the 316 most valuable product of the regions. The river valleys between the upper Tungir and the Amazar are especially rich in gold. These valleys are very well opened up because of their nearness to the railroad. The center of gold mining is the city of Mogocha, which has approximately 30,000 inhabitants. It lies on the railroad on the left side of the Amazar. The alluvial sands of the little rivers flowing into the Amur also have gold and, therefore, from early times have [361] enticed many men who then remained in the land. Accordingly, the entire strip of land between the railroad and the Amur is relatively thickly settled. Worthy of mention here is the valley of the Urusha, which is crossed /237/ by the railroad at the station of the same name. In the vicinity of Urusha brown coal deposits have been determined, and, west of Urusha in the vicinity of the Yerofei Pavlovich station (which has more than 20,000 inhabitants), there are also usable tin deposits.

The Oldoy-Zeya Mountain Country

133 East of the area around the upper course of the Olekma, the

361 Only in the southeast in the triangle between the Amur and the lower Zeya is there an agricultural settlement covering an area of any size. In the rest of this region a zone of settlements with many gaps accompanies the Amur and the railroad.

496 The Amur Railroad runs approximately along the middle of the plateau and uses the watershed exactly, since along the watershed there was, for understandable reasons, the best and the easiest opportunity for marking off. A branch railroad, 38 kilometers long, leads from Ushumun station to Chernyayevo on the Amur, in the center of a

135 region with great prospects for the future, for here only a few years ago hard coal deposits were determined. These deposits stretch along the left side of the Amur between its tributaries, the Urinda and Magdagachi, i.e., approximately around the locality of Chernyayevo mentioned above. The coal is of Jurassic age and lies in individual anticlines, which stretch toward the northeast. Although, judging from individual tests, the ash content of the coal is supposed to be great, the deposits have a prominent significance because they lie in a region /243/ /Sketch Map of the Amur Oblast:/ which formerly had to be supplied with coal from a great distance. In some places the coal-bearing layers are broken through by granite laccolite and porphyry effusions, and thus the coal here has been transformed into valuable semi-anthracite and full anthracite. Nothing is known of the total supply in the deposit designated by the Russians as the "Upper Amur Coal Basin." There are numerous outcroppings on the Amur and in the individual river valleys. Very recently the mining of the coal deposits in the vicinity of Madgagachi has begun.

361 The principal locality in the northwestern part of the plateau is Magdagachi (approximately 10,000 inhabitants); the principal locality in the southeastern part is Shumanovskaya (approximately 25,000 inhabitants). Both of these towns lie on the Amur Railroad.

•[487] The Tygda station between Madgadachi and Ushumun has greater significance in terms of transportation. A land route leads from Tygda via Ovsyanka, which lies at the point where the Zeya and the Urkan flow together, to the Tukuringra break-through of the Zeya. This is the shortest land route connection from the Amur Railroad to the gold fields on the upper Zeya and the Gilyuy.

133 /244/ East of the lower Zeya begins the Zeya-Bureya Lowland, which stretches toward the east along the Amur over a broad area extending beyond the lower course of the Bureya. The end of this low plain is prepared by the high embankment of the Bureya Mountain

conditions the Selemdzha is even traveled as far as Selemdzhinsk. 000
But then begins a land route which is 250 kilometers long and is 487
laborious to travel. At the end this land route reaches the high-lying gold fields with steep ascents.

From the mighty complex of the high plateaus, which surround 133
the area around the source of the Selemdzha, the highland gradually declines toward the south. The surface of the Bureya Mountain Range is only 600 meters high on the upper course of the Amgun and of the Tunguska (a left tributary of the Amur), and only individual gol'tsy rise to heights of 1,000 meters. The Amur Railroad crosses the mountain range in the Lagaraul Pass at a height of 452 meters, and on the Amur itself the highest mountains only reach a height of 200 meters. The mountains here come in a broad front directly to the river, which breaks through the Khingan-Bureya Mountain Range here between Pashkovo and Yekaterino-Nikolskoye in a narrow valley which is 150 kilometers long. The great masses of water are pressed together here by steeply declining, often bare rocks, which come together in places to form a narrow corridor with high, almost perpendicular walls.

The general impression of the Bureya Mountain Range differs little from that of the Zeya Highland. Here, too, the basic forms permit the plateau-shaped surface to be recognized, and projecting from this plateau surface are numerous gol'tsy. However, all parts of the mountain range here show greater effects of erosion, which undoubtedly goes back to the heavier rainfall. Almost all the rivers, at least in their upper courses, flow in narrow, rocky, deeply etched gorges as long as they remain in the sphere of the plateau-shaped elevations. Then the valley areas quickly widen, and, even though they are often still accompanied by steep, rocky slopes, the valleys extend between the gently inclined slopes of the swampy plateau. But also in the lower places there are still individual cones or summits sitting on the plateau.

The vegetation of the Bureya Highland is /251/ unusually 137
varied. The reason for this lies not only in the changing relief but also primarily in the fact that the elements of three flora regions meet here, namely the East Siberian, Okhotsk, and Manchurian flora regions. In the northern parts of the highland on the mountains and slopes at a height of 600 to 900 meters there are thick forests which consist primarily of Ayan spruce (Picea ajanensis) and fir with white bark (Abies nephrolepsis), with a small number of birches intermixed. The low temperatures, the cool fog, and the strong, damp winds which blow

137 in constantly from the sea in the summer, have given these forests a peculiar appearance. The branches are covered with long lichen, which hang down like beards, and moss grows on the stems as far as the boughs. A thick layer of moss also envelops the earth, and with every step water springs from the damp cushion. In the deeper places and also in the middle part of the highland, larches then appear as forest-formers, and the forests gradually become purely larch forests, and also fill the valley areas as far as the middle courses of the great rivers and press far to the south. The reason for this can be seen above all in the fact that the cold air masses flow down into the valleys and thus prevent the expansion of other types of trees. Only on the lower courses of the rivers flowing toward the south do deciduous trees set in. The larch forests which cover the bulk of the Bureya Highland are economically the most valuable.

316 The valley of the Niman was once among the most famous of the gold fields in the Far East. But the deposits are already exhausted. In their place the gold fields in the area around the upper course of the Bureya have now appeared, but these cannot compete in yield with those of the Selemdzha. The valley of the Bureya serves as the con-

505 necting path to the gold dressing installations. When the water level is good, the Bureya can be used by steamers for 345 kilometers as far as the locality of Chekunda, and occasionally even as far as Umal'ta. From Chekunda down the greater drops already work so strongly against water vessels that from here on the boats as a rule have to be drawn by

•487 horses. The last part of the way then is traveled by car or with riding horses and pack horses. An extension of this route toward the east leads over a pass, which is more than 1,000 meters high, to the gold fields on the upper course of the Kerbi, a tributary of the Amgun, which already belongs to the lower Amur. This much-traveled old Bureya gold route has today for the most part lost the importance it once had, since rich deposits of molybdenum and especially of coal have been found in the valley of the upper Bureya and a railroad has been built there.

316 There is molybdenum in the valley of the Umal'ta, a left tributary of the upper Bureya. Here a great molybdenum works has been erected in Ust'-Umal'ta. The hard coal deposits fall into two parts, into the deposit on the upper Bureya and the Tyrma deposit, which are separated from one another only by tectonic occurrences with

491 succeeding erosion. For the /252/ opening up of these deposits a railroad line is being built from Izvestkovyy, which lies west of Birakan on the Amur Railroad. This new railroad line leads over the Bureya

137 The mountain ridges themselves are either bare or have underbrush and reindeer moss growing on them.

361 563 As a consequence of the contrasts between the protected valley areas and the ridges covered with moss tundra, the hinterland of the coast here is occupied far more by Tungus reindeer nomads than the Dzhugdzhur coast. Also, despite the northern location, the number of coastal localities is larger here than there. Russians, however, are to be found here less often. These localities are predominantly occupied by sea Tungus, who, however, all cultivate some vegetables and potatoes in addition to their fishing. Also--a fact that is especially noteworthy--they follow the Russian example and keep cattle and horses. However, the opportunities which are available here for breeding livestock have still not been long exploited, and thus there are the most favorable prospects here, especially since sufficient hay fields are on hand to assure the supply of winter fodder. The most important localities on the coast are Tauysk, Ola, Yamsk, and Gizhiga, all of which lie at the mouths of the rivers of the same [505] names. During the summer, connection between these localities is maintained by small coastal steamers; during the winter the connection [487] is over the so-called coastal route which leads from Okhotsk along the coast to Kamchatka and which is traveled by horse, reindeer, and dog sleds. All of these coastal localities, however, are exceeded in importance by the newly founded city of Magadan, which came into being only shortly before the last world war and which has already far surpassed the old Okhotsk as a harbor.

135 Magadan owes its founding and its rapid growth above all to the hinterland which is rich in natural resources. Here in the area around the upper course of the Kolyma extraordinarily rich gold fields have been discovered; mine gold as well as gold streams have been found. A more exact exploration of the region showed the existence of hard coal and significant supplies of less common elements. The 361 exploitation, which was taken up rapidly, led to the formation of numerous new localities, and thus there are now more than 50 settlements in the upper Kolyma region. The centers of industrial life lie in the area around the source of the Kolyma and on its tributaries, the Berelyakh and Tenka. The most important of the new localities 491 are Orotukan and Khatynakh. For connection with the outside world a highway was built which can be used throughout the year; this highway leads from Ust'-Utinaya to Magadan on the coast. Since the Kolyma is navigable from Ust'-Utinaya on, this highway has at the